Parisian Fencing.

distinguished member of the French Academy asserts that fencing, like conversation, is a national art with his countrymen. To cross swords, he says, is to converse: is it not parrying and thrusting, attacking, above all, hitting, if one can? And in this game the tongue is the hard-pushing rival of the foil. In these days duelling seems to be once more rising into a fashion across the Channel; only the fashion has been transferred to a class very different from that of which those gallants were members who were wont to cross rapiers in the Bois de Vincennes and the Luxembourg gardens several centuries ago. Lord Lytton tells us that "the pen is mightier than the sword;" and it is certain that in the days of Richelieu duelling was for cavaliers, and not for journalists. Now, we observe that it is the knights of the pen who are most prone to throw it up for the sword. The French editor is skeptical of the superiority of pen over sword, and it is, in these days, quite as necessary that he should be proficient in "the noble art of self-defense," as in the proper use of verbs and nouns, and in the science of hitting hard on paper. Possibly the necessity of sword-learning is the more pressing of the two, for while a slip of the pen may be remedied, a slip of the sword may not unlikely be irremediable. It is certain that the sword is, and always has been, the favorite weapon of the French gentleman; there was an evident vanity in the wearing of it in the old days, and the giving it up as a personal ornament must be one of the gravest indictments of the ancienne noblesse against the revolution. So it is that fencing-masters flourish, and become artists, and are the companions of aristocrats, and that fencing-schools are institutions as inseparable from Paris as incendiary editorials and reveageful journalists. The French are less bloodthirsty than their trans-Pyrenean neighbors; it is not a sine qua non to kill their adversary; honor is satisfied with somewhat less. So the sword, which often avenges without bloodshed, which punishes, preserving life, by disarming, is a safe and proper weapon. You have only to wan-der into any French theatre to see how high is the estimation in which the sword, as a weapon, and fencing, as an art, are regarded. A French dramatist asks what would become of his profession without the sword-duel? The pistol is only proper to the darkest and blackest tragedies, but the sword is in place everywhere. "A man wounded with a pistol," he argues, "is no longer good for anything. Wounded with a sword, he reappears in a few minutes, hand in waistcoat, trying to smile." And he concludes that the theatre would be nothing without these two indispensable auxiliaries—the sword and love! There are few schools which would afford

more amusement to the thinking foreigner, who prefers to study men rather than stone, and qualities rather than peristyles, than the Paris fencing-schools. Here you meet the men of fashion, the men of the boule vards, dewny-lipped aspirants for army commissions, students from the Latin quar ter, but, above all, ambitious journalists. Access as a spectator is easily obtained and you may go far and hunt a great deal before finding an exhibition which lets you so far into French characteristics. There are many fencing-schools of all grades of fame, price, and accommodation. There are little rooms in darksome quarters where you may learn, after a fashion, for a trifling fee; and there are spacious, elegant saloons, kept by celebrated masters of the art, where the prices are relatively as high as are those of Victor Hugo for his novels, or of Gustave Dore for his illustrations. These saloons are decorated in a fashion appropriate to their use. They have suits of armor along the walls, elaborate collections of rapiers, swords, bres crossed athwart each tures of tournaments, duels, and battles. But curious above all are the specimens of human nature which you see there. A fencing saloon is a little theatre, where there are quite as many originals as in the best of Sardou's comedies. The maitres d'armes, the awe of youthful beginners, and the admiration of the aptest of their scholars, betray in every look and motion their pride and conceit in their art, and seem to exhibit a sort of independence and bluffness arising from a consciousness that they can maintain their ground against all comers. They are the champion knights of the modern chivalry, and stride about their domain with much the same hauteur of physical prowess which the knights of old used to show. Still, their amour-propre is not unamiable; they are burly, gay, "good fellows and brave fellows," devoted heart and soul to their pupils, and especially proud of those who have pinked their man in the wood of Vincennes. They are loquacious, and if you happen to go in when half a dozen of the scholars are preparing for their lesson, you will hear the maitre regaling them with wonderful stories, in which he is always the hero; never having, if you will believe him, been hit with rapier or foil. It is odd to watch the countenances of the pupils as they parry and thrust with Monsieur the

The best masters use the foils without buttons after the pupil has reached a certain stage of proficiency. Then it is that you may judge of the real quality and "grit" of the man. Pretending is out of the question when one has the naked foil in his hand. Hypocrisy abandons the coolest. The polite and polished man of the world dissolves before your eyes into the true man of nature. cool or rash, timid or bold, cunning or frank, sincere or subtle. The academician to whom I have referred.

relates that one day he fenced with what he regarded as good results to himself. He tells us that he had a bout with a very extensive agent of wines and liqueurs, who, previous to the sport, had offered to furnish him with some excellent wine, which our academician had nearly accepted. The fencing over, the narrator went to the maitre, and said to him, "I will buy no champagne of this gentleman." "Why?" "His wine must be adulterated; he denies that he was struck!" He applies the principle to the pros-spective sons-in-law. "When a pretender to your daughter's hand presents himself, don't waste your time informing yourself of him, information of this sort being often unreliable; say simply to your future son-in-law, 'Will you have a bout?' At the end of a quarter of an hour you will know more of hir character than after six weeks of investigation." The art of fencing, as it is in France, has its antagonistic schools, as well as the arts of painting and letters. Those who practise the art as it was practised half a century ago are called the "old school;" those who follow the system of the "reformers" of fencing, Roussel and Lozes, pride themselves on being the "new school." The admirers of the art imagine they see in it a revival or reform analogous to that which took place at about the same period in music, painting, and lite-rature. What Rossini and Meyerbeer were in opera, Hugo and St. Beuve in letters, and De la Roche and his contemporaries in painting, Roussel and Lozes were in fencingfounders of a new era. Fencing has had,

says a French writer, "its romanticism and its contests of schools." The "old school" of fencing was in harmony with the old manners, the old order of society and regime. Elegance and grace were its requirements and characteristics. It was an ornamental and polite art. Did your life hang in the balance, you must not be awkward.

To be "pinked" was a slight offense compared to fall.

pared to falling out of the line of harmony. A blunder was literally worse than death The very language of the old fencing-schools hinted their ideal to be classical and "academic." When one went to take lessons, he went to the "academy." A fencer could not formerly run in attacking, nor draw back the hand in thrusting, nor stoop, nor bend over, nor engage body with body, nor "take a stroke That is, in the time of the "old in rest. school," it was in verity an art, having as its object the harmonious and elegant. The "new school" is a science, aiming rather to produce a practical effect than an artistic one. To hit is its great purpose. The means were all in all in the old; they are insignificant in the new. The new proposes a real combat rather than a gentlemanly exhibition, and even uncouthness is not tabooed. It per its lying down, putting the head behind the knee, thumping or pounding with the sword, taking aim at the belly, giving strokes beneath it; it reduces the whole art to one sole quality— quickness. The "old school" is still professed by many distinguished amateurs of fencing, and still holds its own as the most aristocratic and "gentlemanly" method. The "new school" is resorted to by "young France," and by the journalistic duellist, who usually either means, or would have it appear that he means, serious business. Between the two schools is a third, which aims at a compromise, and at uniting the excellences of both. Of this school the most renowned of living French fencing-masters, Bertrand, was the inventor. He introduced a system of fencing at once regular and rapid, elegant and effective.

All the Paris fencing-schools are divided between these three systems. Bertrand, twenty years ago, was facile princeps as maitre d'armes, and was perhaps the best fencer whom France has produced within the century. Having now grown too old to conduct a public school, and having long since acquired a substantial income, he has retired from the more active business of his art; but he still retains all his old enthusiasm for it, is professor of arms at the Ecole Polytechnique and at the College Rollin, and still has a few pupils in town, among his older friends. He is the Nestor of fencing-masters, and at his house in the Route d'Orleans take place choice reunions of amateurs, in which the maitre himself does not disdain to have a bout with the more skilful of his guests. The most noted of the present generation of maitre d'armes are Robert, Pons, Mimiague, and Gatechair. Of these, Robert is the successor of Bertrand as the illustrator of the method of elegance and rapidity; Gatechair represents the old school being showily punctilious, and rigid in rule; Mimiague and Pons represent the new school being perhaps more rapid and dexterous than their rivals, and having little regard for the graces; Robert, however, probably helds the highest place.

Some of the fencing-halls are very select; that of Pons is a sort of club, to which no man can belong without the assent of the committee. There is another club in the Rue de Choiseul, presided over by Robert, who has more than a hundred scholars. This club is supplied with every luxury and comfort, and its reunions are famous .- Ad the Year Round.

-Whittier says that he believes the world needs the Society of Friends as a test imony and a standard.

## GOVERNMENT SALES.

BATON ROUGE ARSENAL, LOUISIANA.
BATON ROUGE, LA. In compliance with instructions from the Secretary of War there will be a Public Auction held at this Arsenal, commencing on the 25th of April, 1870, and continuing until the following described Ordnance and Ordnance stores will be sold. To be delivered at BATON ROUGE ARSENAL, La

42 Bronze Cannon, weighing about 18 tons. 297 Cast iron Cannon, weighing about 600 tons. 29 Steel Cannon, weighing about 4 tons, 860 Tons of Shot and Shell.

250 Tons of Lead. 100 Tons of Scrap Iron (wrought and cast). 18 Artillery Carriages and their Limbers, 5 Travelling Forges and their Limbers, 5 Battery Wagons and their Limbers, 60 Sets Double Harness (artillery).

263 Pauli and Tarpaulins. 150,000 Pounds Powder, of various kinds. 250 Cavalry Saddles.

5,000 Saddle Blankets (red and gray). 250 Curb Bridles. 400 Nose Bags. 18 Iron Blocks (quadruple, treble, and double). 18 Lifting Jacks.

2,000 Traces (for wheel and lead horses). 10,000 Pounds Horse Shoes, Par Iron. Mule Shoes, Horse Shoe Nails.

Harness Leather. 48 Sides Bridle Leather. 9,000 Pounds Wrapping Paper. 30 Portable For 125 Feet Leather

232 Feet Rubber Belting. 10,000 Packing Boxes. Also, a large assortment of articles for Horse Equipment, as well as Blacksmiths, Carpenters, Saddlers, Tinners, and Armorers' Tools of the most

To be delivered at FORT JACKSON, La. 65 Cast Iron Cannon, weighing about 250 tons, 20 tons of Shot and Shell. 20 tons of Wrought Iron (scrap). 25 tons of Cast Iron (scrap).

To be delivered at FORT ST. PHILIP, La. 34 Cast Iron Cannon, weighing about 100 tons. s tons of Shot and Shell. 5 tons of Wrought Scrap Iron.

5 tons of Cast Scrap Iron. To be delivered at FORT PIKE, La. 1 Bronze Cannon, weighing about 900 pounds, 37 Cast Iron Cannon, weighing about 111 tons.

To be delivered at SHIP ISLAND, Miss.

444 Pounds of Shot and Shell, weighing about 10,000 pounds. TERMS CASH-Ten per cent, on the day of sale and the remainder when the property is delivered.

Thirty days will be allowed for the removal of heavy ordnance. All other stores will be required to be removed within ten days from the close of

Persons desiring catalouges of the articles to be Persons desiring catalogs of the articles to be sold can obtain them by application either in person or by letter to the Chief of Ordnance, U. S. A., Washington, D. C., or at this Arsenal.

J. W. TODD,

Major Ord. Dep't, U. S. A.,

Chief of Ord. Dep't of La.,

3 22 6t Comdg. Baton Rouge Arsenal, La.

PROPOSALS.

NOTICE TO CONTRACTORS. The Western Maryland Railroad Company having secured the aid of the city of Baltimore, will soon be in funds sufficient to complete the road from Pipe Creek Bridge to Hagerstown, and will receive Proposals until 9th April for all the unfinished Gra-

work on which has been suspended for a year. Payments made in cash for all work done. The work on the Graduation, Masonry, and Supertructure of Bridges will amount to about \$200,000. For all information as to the present condition of

ding and Bridging on the uncompleted section, the

the work to be done, apply to W. BOLLMAN, President, No. 24 N. HOLLIDAY Street. RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE the from Philadelphia to the interior of Pennsylvania, the Schnylkill, Susquehanna, Cumbertand, and Wyoming valleys, the North, Northwest, and the WINTER ARRANGEMENT

Of Passenger Trains, December 20, 1869.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:25 P. M.; arrives in Philadelphia at 9:20 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagars Falls, Burhlo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 730 A.M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 816 A.M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimirs, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottatown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottatown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION. Leaves Pottaville at 5:40 A. M., and Reading at 7:20 Leaves Pottsville at 540 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M. Reading at 7:40 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2-05
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M.

delphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-35 P. M., arriving in Philadelphia at 9-25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12-30, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 A. M., connecting at Reading with accommodation test. at Reading with accommodation train for Philadel All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4:25 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 19:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 6:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:20 and 4:00 P. M. trains from Philadelphia, returning from Schwenksville at 8:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILR. AD.

Passengers for Mt. Pleasant and intermediate points COLEBROOKDALE RAILRUAD.

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leaves New York at 9 A. M. and 500 P. M.,
passing Reading at 145 and 1005 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Rallroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc.
Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:23 A. M., and 2:05 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburgs without charge. burg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 140 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 8:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Poutstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$52.50 each, for families and SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare,

EXCURSION TICKETS from Philadelphia to EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2.15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot.

Orders can be left at No. 225 South FOURTH Street,
or at the Depot, THIRTEENTH and CALLOWHILL

DELLADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

MAIL TRAIN leaves Philadelphia Williamsport MAIL TRAIN leaves Philadelphia

Williamsport - 8-20 P. M.
ERIE EXPRESS leaves Philadelphia 11:40 A. M.

Williamsport - 9-00 P. M.
arrives at Erie - 10:00 A. M.
EL.MIRA MAIL leaves Philadelphia - 7-50 A. M.
Williamsport - 6:00 P. M.
arrives at Lock haven 7-20 P. M.

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3-20 A. M.
4-5 P. M. MAIL TRAIN leaves Erie Williamsport arrives at Philadelphia ERIE EXPRESS leaves Erie - - 4 00 I Williamsport 3 30 A arrives at Philadelphia 12 45 I

"

ELMIRA MAIL leaves Leck Haven - \$00 A. M.

"Williamsport 9 46 A. M.

"arrives at Philadelphia 6 50 P. M.

BUFFALO EXP. leaves Williamsport 12 25 A. M.

"Harrisburg - 5 20 A. M.

"arrives at Philadelphia 9 25 A. M.

Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Oreek and Allegheny River Railroad.

General Superintendent. General Superintendent.

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7.45 A. M., 11.00 A.
M., 250 P. M., 4.15 P. M., 4.40 P. M., 6.15 and 11.80
P. M. M. 2 30 P. M., 4-15 P. M., 4-40 P. M., 6-15 and 11-30 P. M.
Leave West Chester from Depot, on East Market street, at 6-25 A. M., 8-00 A. M., 7-45 A. M., 10-45 A. M., 1-55 P. M., 4-50 P. M., and 6-55 P. M.
Train leaving West Chester at 8-60 A. M. will stop at B. C. Junction, Lenni, Glea Riddle, and Media; leaving Philadelphia at 4-40 P. M. will stop at Media, Glea Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4-40 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. These of the Market street line run within one Equare. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-39 A. M.

and 200 P. M.
Leave West Chester for Philadelphia at 7-55 A. M.
and 400 P. M.
WILLIAM C. WHEELER,
General Superintendent,

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies lines from Philadelphia to New York and Way Places.

At 6-30 A. M., via Camden and Amboy Accom. .. \$2-25 At 8 A. M., via Camden and Jersey City Ex. Mail. . 3-00 At 2 P. M., via Camden and Amboy Express. . . 3-00 at 6 P. M., for Amboy and intermediate stations. At 6-30 and 8 A. M. and 9 P. M., for Freehold.

At 8 A. M. and 9 P. M., for Long Branch and points cn R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton.

Trenton.
At 630, 8, and 10 A. M., 12 M., 2, 530, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 630 and 10 A. M., 12 M., 330, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 1130 P. M. Ene leaves Market Street Ferry, (upper side).

(upper side).

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and 10:45 A. M. and 6 P. M. for Bristol, At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 730 and 10 40 A. M., and 230, c, and 6 P. M. for Schenck's and Eddington.

At 720 and 10 46 A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdele, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 830 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, At 11 80 P. M., Emigrant Line. Fare, \$2. At 7, 9 80, and 11 A. M., 1 20, 4, 6 45, and 12 P. M. At 7. 9-30, and 11 A. M., 4, 6-45, and 19 P. M. for

At P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 930 A. M., 645 and 19 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

At 7:20 A. M. for Niagara Falls, Buffalo, Dunkirk Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

sciention, Strondsburg, water Gap, Science, tain, etc.
A. 7-20 A. M. and 3-20 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 3-20 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. from West Philadelphia Depot and 5
P. M., from Kensington Depot, for Lambertville and
intermediate stations.

CAMPEN AND BURLINGTON COUNTY AND CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS,
FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., and
on Thursday and Saturday nights at 11-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, and Mount Holly.
At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and
Medford. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, Smithville, Ewansville, Vincentown,
and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. FOR GERMANTOWN.

2, 34, 35, 35, 405, 435, 5, 55, 6, 6, 7, 8, 920, 10, 11, 12 A. M., M. Leave Germantown at 6, 6-55, 736, 8, 8-20, 9, 10, 11, 12, 10-50, 12 A. M., 1, 2, 3, 3-50, 436, 5, 536, 6, 636, 7, 8, 9, 10, 17 Ph. M. The 8-20 down train and 3% and 5% up trains will

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10 % Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9-20, and 11 P. M.
Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3%, 5-40, 6-40, 8-40, and 10-40 P. M.
Leave Philadelphia at 9-15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 2-20 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 125 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4, 4%, 5%, 6%, 806, 1005, and 11% P. M.
Leave Norristown at 540, 625, 7, 7%, 850, and 11
A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only

The 4 P. M. train from Philiadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8 05, 10 05, and 11½ P. M.

Leave Manayunk at 610, 655, 7½, 810, 9 20, and 11½ A. M., 2, 3½, 5, 6½, 830, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

PLYMOUTH RAILHOAD.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7% A. M., 4% P. M.
Leave Plymouth, 6% A. M., 4% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets. NORTH PENNSYLVANIA RAILROAD,—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK,

UFFALO, ROCHESTER, NIAGARA FALLS, THE REAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes effect November 22, 1869.
Fonrteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8-30 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towands, Waverley, and in connection with the ERIE RAIL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9-45 A. M. (Express) for Bethlehem, Baston, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.
At 1-45 P. M. (Express) for Bethlehem, Baston, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton.
At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 845 A. M., 245 and 415 P. M., For Fort Washington at 730 and 1045 A. M., and For Fort Washington at 1.30 and 10.45 A. M., and 11.30 P. M. For Abington at 1.15, 5.20, and S. P. M. For Lansdale at 6.20 P. M. Fifth and Sixth Streets, Second and Third Streets,

and Union City Passenger Railways run to the new Depot TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2 15, 4 40, and 8 25 P.M. From Doylestown at 8 35 A. M., 4 30 and 7 05 P. M. From Lansdale at 7 30 A. M. From Fort Washington at 9 25, 10 35 A. M., and

From Port Washington at 2.25, 6.45, and 2.20 P. M.
From Abington at 2.25, 6.45, and 2.20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 2.20 A. M.
Philadelphia for Doylestown at 2. P. M.
Doylestown for Philadelphia at 7.00 A. M.
Bethlehem for Philadelphia at 4. P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.
11.1 PHILADELPHIA AND BALTIMORE CENTRA
RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, Nevember 1, 1869, Trains
will leave as follows, stopping at all Stations on
Philadelphia, Baltimore Central, and Chester Creek
Railroads:—

Railroads:— Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4:30 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M.

On Saturday the 8:25 P. M. train will leave at 4:30 P. M. sengers are allowed to take wearing apparel only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,

111 President and General Superintendent. GREAT SOUTHERN MAIL ONLY ALL RAIL LINE TO

NEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all prinsipal points
SOUTH and SOUTHWEST. Tickets for sale, baggage
checked through to destination, and all information
furnished at

721 OHESNUT Street,
Masonio Hall,
G. RENTON THOMPSON,
Gen. Agent for Philadelphi

AUOTION SALES.

BUNTING, DURBOROW & GO., AUCTION-Bank street. Successors to John B. Myers & Co. SALE OF 2000 CASES BOOTS, SHOES, HATS, ETG.
On Tuesday Meening.
March 29, at 10 o'clock, on four menths' eredis. 3 23 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BRY GOODS. March 31, at 10 o'clock, on four months' credit. 3 25 5t

LARGE SALE OF CARPETINGS, WHITE, RED CHECK, AND FANOY MATTINGS, EAC.

On Friday morning,
April 1, at 11 o'clock, on four months' credit, about 300 pleces ingrain, Venotian, list, hemp, cottage, and rag carpetings, Canton mattings, oil cloths, etc.

3 25 54

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut streets cars run within one square of the Depet.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot. streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

Parkesburg Train. 5-20 P. M.
Cincinnati Express. 5-60 P. M.
Erie Mail and Pittsburg Express. 5-60 P. M.
Accommodation 19-11 A. M.
Pacific Express. 19-00 night.
Erie Mail leaves daily, except. Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clock
Pacific Express leaves daily. Cincinnati Express
daily, except Saturday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116
Market street.
TRAINS ABRIVE AT BEFOT, VIZ.;

TRAINS ARRIVE AT DEPOT, VIZ. :

Cincinnati Express. 3-10 A. M.
Philadelphia Express. 6-30 A. M.
Erie Mail. 6-30 A. M.
Paoli Accommodation, 8-20 A. M., 3-40 and 6-25 P. M. Parkesburg Train. 910 A.
Fast Line. 940 A.
Lancaster Train. 1935 P. Lancaster Train. 12:55 P. M.
Erie Express 12:55 P. M.
Southern Express 7:00 P. M.
Lock Haven and Elmira Express 7:00 P. M.
Pacific Express 4:25 P. M.
Harrisburg Accommodation 9:50 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 201 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract. EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8-20 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Clayment, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perrynan's Might Express at 11-26 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will

and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 1900 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

Stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sandays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
7-25 A. M., Way Mall; 9-35 A. M., Express; 2-25 P.
M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-Rast, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. H. F. KENNEY, Superintendent.

WEST JERSEY RAILROADS. Leave Philadelphia, foot of Market street (upper Leave Philadelphia, foot of Market street (upper ferry), at 8 15 A.M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations. 11 45 A.M., Woodbury Accommodation. 3-15 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro. 3-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 6 30 P. M., Accommodation. Woodbury, Glassboro, Clayton, and way stations. EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)

(Saturdays only.)
Leave Philadelphia 8 15 A. M.
Leave Cape May 1·10 P. M.
Freight Train leaves Camden daily at 12 o'clock noon. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphia and all stations. 3 15 WM. J. SEWELL, Superintendent.

TO ALL WANTING FARMS IN A LOCALity Exempt from Fevers and Lung Complaints,-To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Leisure, Invalids, and all wanting a homestead in a climate of unsurpassed salubrity, exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South. Few if any sections offer such a combination of inducements as the town of Aiken, S. C., and its vicinity for a desirable and permanent home A pamphlet of \$4 pages now ready, containing a description of the climate, soils, and the nature of the products in the vicinity of Aiken, especially fruit, cereals, cotton, corn, végetables, etc., including extracts from letters of distinguished visitors, correspondents, action of town councils inviting emigrants, etc., to which is added a descriptive list of property for sale, including improved farms, orchards, vineyards, water power, kaolin deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, Aiken, S. C. The book will be sent by mail on receipt of price, 50 cents. Address J. C. DERBY, Publisher, P. O. Box No. 1439, New York, until 1st of February, after that date at Aiken, S. C. [1173m

SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STEAM AND GAS FITTERS AND PLUMBERS, Tube, Fittings, and BrassWork constantly on hand.
All work promptly attended to.
Galvanized Tube for Cemetery Lots furnished.

AUD FION BALES, M. THOMAS & SONS, NOS. 189 AND 16.

Peremptory Sale N. W. corner Twelfth and Jefferson ets.

BTOCK AND FIXTUREN OF a PROVISION STORE.

On Paceday Morning.

March 20, at 10 o'clock, at the N. W. corner of Twelfth and Jefferson atrocts, the stock and fixtures, countrising large meat rack, marble top meat table, marble-top very large and subscript refrigerator, counter, must block, balance scales, three counter scales, cider vinegar, buckets, baskets, etc.

Also, large sign.

The fixtures were made to order, and have been in use but a short time.

3 26 242

SALE OF REAL ESTATE AND STOCKS, arch 29, at 12 o'clock, noon, at the Exchange, will in-

March 29, at 12 o'clock, noon, at the Exchange, will intude —
COMMERCE, No. 513—Valuable Store.
TENTH, No. 520 (South)—Modern Residence,
GEOUND RENTS—\$45 and \$100 63 a rear.
SECOND, Nos. H and 14 (South)—Brick Stores.
RENT CO., Delaware—Tract, 78% Acros.
TASKER, Nos. 123, 1628, and 1030—New Dwollings.
WALLACE, No. 1112—Modern Residence.
EIGHTENTH, No. 32 (South)—Modern Residence.
DOCK, No. 225—Valuable Hotel.
ATCO, CAMDEN COUNTY, N. J.—Country Place, 20 acres.

ATCO, CAMDEN COUNTY, N. J.—Country Place, 29 heres.
2800 shares Vermont Central Railroad Co.
5 shares Stoubenville and Indiana Railroad, Cottemen.
2 shares Homestead Life Insurance Co.
30 shares Seventh National Hank.
22500 Schuylkill Navigation Boat and Car Loan, 1863.
I share Point Breeze Park.
60 shares Western National Bank.
1 share Academy of Fine Arts.
40 shares Commercial National Bank.
100 shares Commercial National Bank.
150 shares Central Transportation Co.
600 shares American Button Hole Machine Co.
87000 Camden and Atlantic R. R., int. payable in gold.
50 shares Southern Transportation Co.
Catalogues now ready.

Catalogues now ready.

Sale No. 1804 North Twelfth street.

HANDSOME FURNITURE, EROSEWOGD PIANO.

French Plate Pier Mirror, Oil Paintings, Fine Brusseln and other Carpets, etc.

On Wednesday Morning.

March 30, at 10 o'clock, at No. 1804 North Twelfth street, above Montgomers avenue, by catalogue, the entire furniture, comprising suit handsome walnut drawing soom futniture, garnet plush covering; superior walnut etagero and rausic stand combined, fine-toned rosewood 7 octave plano-forte, made by Graham; fine oil paintings, fine French plate pier mirror, lace curtains, superior walnut sefa bedstead. Hoover's patent; suit handsome walnut chamber furniture, mabogany chamber furnature, fine hair mattresses, feather belsters and pillows, 3 cleanders, china and glasaware, kitchen utensis, fine Brussels and other carpets, etc.

3 28 21

MARTIN BROTHERS, AUCTIONEERS. No. 704 OHESNUT Street, rear entrance from Miner.

Sase at No. 39 North Sixteenth street.

HANDSOME WALNUT PARLOR FURNITURE,
Superior Chamber and Diming-Room Furniture, Rosewood Piano-Forte, 2 Handsome Framed French Plate
Mantel Mirrors, Fine Plated Ware, Glassware, Fine
Hair Mattresses, Handsome Velvet Carpets, etc.

25th Instant, at 16 o'clock, at No. 32 North Sixteenth
street, by catalogue, the entire superior Furniture,
etc. etc.

EXTENSIVE PEREMPTORY SALE TO THE TRADE.

STATIONERY. BLANK-WORK, PAPERS, ENENVELOPES, Pens, Pencils, Fancy Goods, Photograph
Albums, Cutlery, Leather Goods, Pocket-books, Wall
Papers, Miscellaneous and Toy Books, etc., will be sold
at Public Sale, without reserve or limitation, for Cash,
commencing.

at Public Sale, without reserve or inhitiation, in commencing On Thursday Morning.

March 31, at 10 o'clock, at the auction rooms, No. 704: Chesnut street, a large and well assorted collection of destrable goods, including a full line of stationery of every description, an extensive assortiment of blank work, papers, envelopes, pens, penulis, photograph albums, leather goods, pocket-books, outlery, bookkinders boards, wall papers, slates, inks, etc. There is also included in the sale the entire stock of Diamond & Co., retiring from boards. business.

MISCELLANEOUS BOOKS, FINE TOY BOOKS,
PHOTOGRAPH ALBUMS, ETC.

Also, Miscellaneous Books, a large and excellent assortment of fine Toy Books, English and American; a full line of Photograph Albums, Bibles, etc.

Catalogues ready three days previous to sale, 3 2386

Sale No. 1802 N Fifteenth street.

HANDSOME RESIDENCE AND ELEGANT FURNITURE

ELEGANTLY CARVED WALNUT DRAWING-ROOM,
PARLOR, AND CHAMBER FURNITURE: TWO
ROSEWOOD PIANO FORTES, LARGE AND ELEGANT FRENCH-PLATE MIRRORS, RICH VELGANT FRENCH-PLATE MIRRORS, RICH VELGANT FRENCH-PLATE MIRRORS, RICH VELGANT FRENCH-PLATE MIRRORS, RICH VELGLASSWARE, HANDSOME FRENCH CHINA,
LAGE CURTAINS, ETC.

On Tuesday Morning,
April 5, at 10 o'clock, at No. 1602 N. Fifteenth street,
including—Very elegant carved walnut drawing-room
furniture, covered in rich green plush; large and elegant
ottageres. Flench-plate mirror backs; handsome centre
gill frames; very elegant 75-octavor crosewood square
grand plano-forte; rosewood boudoir plano-forte; elegant
walnut chamber furniture; ladies' elegant dressing table;
escritoire; handsome wardrobes; mantel clocks and ornaments; elegant oak dining-room furniture; large buffet
alce curtains; fine spring and curled hair matresses;
feather beds; rich and elegant velvet and English Brussols carpets; fine Rneiths oil cloths; cooking utensils, etc.

Immediately previous to the wale of furniture, at 16
o'clock precisely, HANDSOME MODEEN THREE Immediately previous to the sale of furniture, at 16 o'clock precisely, HANDSOME MODERN THREE-STORY BRICK RESIDENCE, Three-story Double Back-Buildings and Lot of Ground, 23 feet 5 inches front, 100

Buildings and Lot of Ground, 23 feet 6 inches front, 100 feet deep, situate No. 1692 M. Fifteenth street, above Oxford street. The house is in elegant order. \$3000 may remain if desired.

The Residence and Furniture will be open for examination on the day previous to sale.

3 26 8t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Samsom street,
Sale at No. 2216 Wallace streef.
HOUSEHOLD FURNITURE, HANDSOME PARLOR, CHAMBER, AND DINING-ROOM FURNITURE, BRUSSELS AND OTHER CARPETS, ROSE.
WOOD PLANO-FORTES, ETO.
On Tuesday Morning,
March 29, at 10 o'clock, at No. 2216 Wallace street, will be sold the furniture of a family declining housekeeping, comprising.

comprising —
Elegant rosewood 7-octave piano-forte, Brussels and other carpets, walnut parlor suit in hair cloth, walnut sideboard and dining-room furniture, sitting-room furniture in reps, library table, walnut furniture of four chambers, fine hair mattress, china, glass, and plated ware, ture in reps. library table, walnut furniture of four chambers, fine hair mattress, china, glass, and plated ware, kitchen furniture, etc.

Catalogues will be ready for delivery at the auction store on Fridsy.

May be examined early on morning of sale.

3 26 26

May be examined early on morning of sale.

Sale at No. 1140 Chesnut street.

LARGE SALE OF FINE DAMASK TABLE LINEN,
SHERTING, PILLOW CASE LINEN, TOWELLING,
FRENCH AND ENGLISH BED QUILTS, HOSIERY,
ETC. ETC.

On Monday, Tuesday, Wednesday, and Thursday,
March 38, 29, 30, and 31.

Commencing at 10 o'clock, at the auction store, No. 1110
Chesnut street, will be sold, a large Stock of Splendid
Linens for housekeepers.

The assortment comprises:—Linen handkerchiefs,
doylies, napkins, table cloths, towels, quilts, stair linen,
sheeting, damask cloths, glass towelling, orash, piano and
table covers. Scotch and birdeye diaper. Turkey red,
Barnsley and loom damask, huckaback, ladies' and genta
hase, pillew case linen, etc.

The goods will be open for examination on Monday.

STOCK OF SUPERIOR WALNUT PARLOR, CHAMBER, AND DINING-ROOM CABINET FURNITURE.

TURE.

On Wednesday Morning.

March 30, at 10 c'clock, at Nos. 625 and 627 N. Second street, will be sold a large stock of elegant cabinet furniture, manufactured by George D. Smith, comprising antique parlor suites of walnut finish, in marcon and green plush; tete-a-tetes, chairs, etc., in haircloth; elegant walnut obamber suits, finished in old and varsish; centre and bouquet tables, sideboards, wardrobes, score-taries and bookcases, lounges, extension dining-tables, dressing burcaus, washatands, bedsteads, cane-seat chairs, etc.

Catalogues will be ready on Thursday, and the furniture can be examined any time provious to the sale.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.
B. SCOTT, Jr., Auctioneer,
No. 1117 CHESNUT Street, (Girard Row), Furniture sales every Tuesday and Friday morning at 1 0 clock.

Particular attention paid to Out-door Sales at mode-

A. HARLOW'S

EIGHTH SALE OF MAGNIFICENT FURNITURE.

On Tuesday Morning.

At 10 o'clock, the usual great variety of superior furniture will be offered in all styles, consisting of parlor and chamber suits, wardrobes, mirrors, tables, chairs, lounges, etc. Sold without reserve. All goods warranted, and goods packed and shipped to any part of the United States.

The public are invited to call and examine the cogant stock.

A. MCCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Furni Fersonal attention given to sapes of Austien Roceas, No. ture at the Auction Roceas, No. 1219 CHESNUT Street, every Monday and Thursday. It is For particulars see Fubic Ledger. It is N. B.—A superior class of Furniture at private sale.

L IPPINCOTT, SON & CO., AUCTIONEERS, BY BARRITT & CO., AUCTIONEERS
OASH AUCTION HOUSE, [11 24 6
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

IN LOUISVILLE, KY. W. GEORGE ANDERSON.

THOMAS ANDERSON & CO.

(Established 1826).

AUCTIONEERS AND COMMISSION MERCHANTS.

LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Thursday.

Regular auction sales of dry goods, clothing, sarpets notions, etc., every Wednesday and Thursday. [3 19 cm.